all hands except Capt. Archibald Robertson and several of his officers had been transferred to the Farragut, which was saved from serious damage by her collision bulkhead.

The next message from the foggy sea told of the sinking at 8:55 A. M. of the

The Farragut's skipper, Capt. A. Mader. reported to the Hamilton that his ship had been sorely wounded and that he could not safely carry the passengers to port. After the Hamilton got to the Admiral Farragut the battleship Iowa came slongside. She had heard the Farragut's call for assistance and had turned from her course from Philadelphia to Annapolis and had gone to the Farragut. Her commanding officer, Commander Benjamin F. Hutchinson, lowered boats as only a Yankee man-o'-warsman can and the men of Uncle Sam's big ship helped to transfer to the Hamilton. The sea was calm and the transfer was unattended with accident. The Hamilton's passengers cheered the work of the sailors and the Hamilton's own men, who also put out a boat.

The Hamilton arrived in Norfolk at 7:30 o'clock last night and her skipper got on the line's long distance phone and gave

on the line's long distance phone and gave some additional details of the rescue to Supt. Leyland. Capt. Boaz said he had reached the Farragut at 8:30 o'clock. She is a little ship and was much overcrowded.

The Ward Line's agents at Norfolk gave the passengers and crew the choice of coming to this city by the Princess Anne, which left Norfolk at 8 o'clock last night, or staying over night in hotels and taking an early morning train to New York. Only a small part of the passengers decided to take ship, not having recovered from the shaking up and fright of the collision. Only thirty-four first class passengers and twenty-five second class boarded the Princess Anne, which is due at her pier at the foot of Beach street about 3 o'clock this afternoon. Nearly all

at her pier at the foot of Beach street about 3 o'clock this afternoon. Nearly all the Merida's crew, 120 men, are also aboard the Princess Anne.

None of the wireless messages went into details of the collision. All agreed that the fog was very thick and that both ships were groping on their respective courses, the Admiral Farragut, which is under charter to the United Fruit Company, steering for Port Antonio, Jamaica, and the Merida heading for this port. The question of blame must await the reports of Capt. Mader and Capt. Robertson

All reports agree in saying that the bow of the Farragut ploughed a hole in the side of the Merida big enough to run a small tug through and that the gash exsmall tug through and that the gash ex-

tended far below the water line. Mattresses were forced into the rent and were effective for a time in keeping out the Atlantic. The Farragut had not backed from the wound immediately after inflicting it, as she was not sure that she might not take a tumble to Davy

It was seen after the Farragut withdrew from the side of the Ward liner that the latter would be able to float only a few hours at the limit and the lifeboats were swung out and all hands made ready to abandon ship.

The Farragut's stem had been smashed and her anchors carried away. She

reported to the Navy Department that all passengers and United States mails were safe and had been transferred to the Hamilton, and that at "the request of the captain of the Admiral Farragut I am now convoying her to Winter Quarter The commander said by wireless that he had been unable to obtain de-tails of the collision. The torpedo boats Stringham and Bailey were sent out from Norfolk to assist the Merida, but Arrived after the transfer had been made to the Hamilton.

While the Hamilton was proceeding

while the Hamiton was proceeding to Norfolk Capt. Mader and his crew were working on the collision bulkhead of the Admirai Farragut, strengthening it with shores and cement. He sent this wireless message at 4:28 P. M. to President R. A. C. Smith of the American Mail Steamship Company:

amship Company: Am proceeding at five knots per hour for shallow water convoyed by the United States steamship Iowa. If wind and seas keep from southwest will proceed north toward New York, keeping stern seas. Cannot use anchors. Too thick to attempt to get into Chesapeake. Ship perfectly tight. Have collision bulkhead re-

Later this message came from Capt. Mader.
"One hundred and fifty miles from Sandy Hook at 5 P. M., making about six knots an hour. Bound for New York. Should be there about 5 P. M. to-morrow

Should be there about 5 P. M. to-morrow if present weather conditions continue. Ship not leaking."

It was said at the office of the Ward Line that the Merida carried a general cargo, including a large quantity of bananas. She was one of the cracks of the Ward Line, making the run between this port and Havana in less than three days and averaging at top speed about nineteen knots. She was a twin screw, measured 6,207 tons gross, was 400 feet long and was built by the Cramps in 1966 at a cost of about half a million dollars.

Following is the passenger list of the Merida:

From Progresso. | Fager, Hugo Albert Co.

Merida:

FROM PROGRESO.
Albert, G.
Agdia, Mrs. Maria D.
Bollino. E.
De Buhl, Mrs. Julia O.
and child.
Buhl, Miss R.
Canton. D. M.
Camra. E.
Font, R. Ponce.
Lizarraga. E.
Lizarraga. E.
Lizarraga. E.
Lizarraga. E.
Careno. Albert.
Casaus. Joaquin.
Casaus. Joaquin. PROM PROGRESO. and child James, Henry Jones, Mrs. Marguerite Jones, Miss. Lela Jones, Miss. Edna Langer, Carlos Lee, Mr. and Mrs. H. M. Ligat, Mrs. Florence, and Infant, Long. Miss. Teresa, Lopez, A. wright, R. B. Zanettii, A. B. From N. W. Tonk, Anderson, M. and Mr. J. Anderson, Magness, Anespeg Transis, Arener, William Nunemaker Guy, Pickering Mrs. Relen. Plno. 1 Plamen of. M Jelna. Mrs. Caledonia, Rogers. Mrs. Carollaa, Rogers. Mrs. Carollaa, Rogers. Mrs. Carollaa, Rogers. Mrs. Plate A. Neger. Mrs. Plate A. Troop. Mrs. Malec. Jeon. Mrs. Malec. Soedtker, Mrs. F. Bon. A Bloom Mrs. Nellie Blown, Mrs. Nellie Blown, Mrs. Maria Chapman, Henry Clark Mr. and Mrs. J. Conkiin Frank Cuanman Artuur Diekeman A. L. Gianno, Mrs. S. and child Vasulture, t. Zetina, Mr. and Mrs. (Zetina, Miss. Inosa, Zetina, Miss. 1,uz. Zetina, Lerenao,

NORPOLE, Va. May 12 - Ferry F. Ben-ton, who aided in the rescue of women



the Merida's passengers, officers and crew and children from the Merida, declared and children from the Merida, declared that the collision was so sudden and the crash so terrific that many people were knocked out of their bunks.

"I got out on deck in time to see the Farragut pulling away from our ship. We did not know what was wrong at first, but when the Merida set up a shrill call with her whistle everybody rushed from their staterooms.

"I saw two men rushing about crying

"It seems strange and the work was done.
"It seems strange and perhaps it might
be the workings of fate, but don't you
know that yesterday afternoon the men
on the Merida had drill in lowering the
life heats. The

There was no sea to speak of, no storm, no bad weather excepting the fog."
Herbert Benson of 85 Newell street Brooklyn, who was wireless operator on the Merida, said that when he found

the ship was sinking he endeavored to get his apparatus to work, but it refused. He said it was wrecked beyond repair by the force of the collision and that all his efforts to call assistance were futile.

was floating on her collision bulkhead. Pending the arrival of the Hamilton and the battleship Iowa it was decided to put all hands aboard the crippled Farragut, whose skipper reported that his ship was not mortally hurt.

The transfer was made in the boats of both liners.

About five minutes after Capt. Robertson and four of his officers left the Merida in the last lifeboat she plunged to the bottom of the sea.

The Iowa was about thirty miles from the scene of the collision when her commander caught the wireless call and he reported to the Navy Department that all his efforts to call assistance were futile.

"When I could not summon help I helped myself," he said. "I saw the ship would not remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would sink and I told them not for two days. Then a young woman told her aged mother that the ship would remain afloat for two days. Then a young woman told her aged mother that the ship would remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would sink and I told them not for two days. Then a young woman told her aged mother that the ship would remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would not summon help I helped myself," he said. "I saw the ship would not remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would not remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would not remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would not remain afloat very long, and I heard the engineer say the water had put out the fires. "Several women asked me if the ship would not remain afloat very long, and I heard the engineer say the water had put

beavers to rescue everybody and the work of transferring the passengers was carried on without a hitch. The women were as cool as the men. In fact the passengers behaved just as well as any-body on board the ship. If there had been a panic among the passengers the work of rescue would have been handicapped.

by the collision, heard men and women rushing about on deck and she ran out with her baby in her arms.

"I did not have time to save a thing." she said. "Even the baby's shoes were lost. I just managed to slip on this old dress. I have not another dress in the world; no money and no prospects of getting any. I am happy, however, and thankful that our lives are safe. I sm glad that my baby is with me." dress. I have not another dress in the world; no money and no prospects of getting any. I am happy, however, and thankful that our lives are safe. I am glad that my baby is with me."

Mrs. Hierling wept when she told her story and cuddled her baby to her breast. The baby was eating chocolate cake that

the stewardess on the Hamilton had given VAN DYKE STAYS AT PRINCETO!

him.
"The baby is just 20 months old," said
Mrs. Hierling, "and his name is Milton."
The youngster's feet were wrapped in a
towel.

Among the passengers on the Merida was the Archbishop of Yucatan. He could not speak English very well and refused to be interviewed. Officers on the ship say he aided in quieting the women and was among the last to leave the ship. He wore his casseck on the women and was among the asset to reave the ship. He wore his cassock on the ship and it was said that he did not save any of his clothing. Mrs J. W. Troop, Miss Margaret Troop and Mrs. John Campbell, all of New York.

and Mrs. John Campbell, all of New Tork, occupied adjoining staterooms on the Merida. When the collision occurred Mrs. Troop and her daughter Margaret were thrown out on the floor of their

were thrown out on the nood staterooms.

Mrs. Troop said: "We thought the ship had struck a rock or something, so sudden was the terrible jar. We were fast asleep and all of a sudden we were thrown from our berths and fell on the floor.

"We heard men and women rushing on deck over our heads and past our stateroom. We were stunned for the time, but soon recovered our wits and hurried from our room. We did not hurried from our room. We did not hurried from our room. We did not save any clothing except what we wore We lost all of our effects, trunks, jewelry clothing and a lot of nice little trinkets

we intended giving to our friends.
"I never saw such bravery as the men
on the ship showed. They would not
leave until every woman and child was safe. I saw one young man, who was the assistant purser on the Merida, stand by and help put children in the lifeboat. This young man, he was not more than 20, I learned, was named Hosier. He was a brave little fellow and stood by the older

"All the men helped put the women in the boats and Capt. Robertson was as cool s a cucumber Samuel G. Myers of 2120 North Gratz street. Philadelphia, was one passenger who carried two babies at a time to the He was nicknamed the baby

of being wrecked at sea at n. Injust, with no means of summoning help and 200 miles from port.

"I know I shall never see a braver set of men than those on all three ships that took part in the tragedy.

"The three hundred or more souls on the Hamilton, just rescued from the crippled Admiral Farragut, cheered and cried when they saw the battleship flying the Stars and Stripes coming toward us, with the waves breaking over her bow in big puddles of foam.

"It was one of those sights that make a fellow have a creepy feeling up and down his spine. I felt like shouting, singing and crying all at once. A big lump arose in my throat and all I could do was to take off my hat and wave it like the others.

J. A. Worthy of Carthage, N. C., a gunner recently discharged from the United States navy, was a passenger on the Hamilton. He declared that even the passengers on the Old Dominion liner wanted to aid in the rescue.

"When the last of the shipwrecked passengers were safe on the Hamilton," he said, "provisions were made for taking care of them. Everything possible was done to make them comfortable. The Hamilton carried a big passenger list from New York, but everybody was willing to share his stateroom. The children, and there were perhaps twenty, got every consideration. Some of the passengers were made rag dolls for the little girls to play with. One baby came on board with nothing but its nightie on. Several provisions made clustes for its Two. even made rag dolls for the little girls
to play with. One baby came on board
with nothing but its nightie on. Several
passengers made clothes for it. Two
women cut up their silk petitocats and
made one little girl a pretty dress."

The New York and Cuba Mail Steamship Company, to which line the Merida
belonged, paid the hotel bills of more
than two hundred men, women and children to night.

dren to-night.

Many of these people lost the savings

Many of freee people lost the savings of years. Some of them have no means whatever left, and many of them are without clothing or means to buy more. Harry T. P. James said he gave the purser on the Merida \$3,000, all the money he had. It was in the safe and went down with the ship. Many women wore blankets. ship. Many women wore blankets, snatched as they fled from their state-rooms. All were happy, however.

LONDON May 12.—The steamship Merida is the biggest loss London underwriters have sustained in a year. About

work of rescue would have been handicapped."

Perry E. Benton, who hails from North Adams, Mass., and who helped to put the wireless apparatus on the Admiral Farragut in shape so a message for help could be sent, said that the collision occurred at 12:23 o'clock this morning.

"By 12:30," he said, "the fires had been extinguished and there was five feet of water in the fireroom.

"The work of rescue began at 12:30 and by 2 o'clock every passenger was off the sinking ship. From the deck of the Farragut we watched the Merida sink lower and lower, and by 5 o'clock just her stacks were visible above the water.

"There was more than one prayer said on the Farragut. Just before the Merida went down you could almost hear the drop of a pin on the deck of the Farragut. Everybody was watching the ship, and when were stammed to word oh: It was really a thrilling moment.

"When the Merida had gone the passengers were told that the battleship lowa and the Old Dominion steamer" Hamilton were steaming to our aid. The captain read messages from both ships and work of Capt. Baldwin's new flier is en-tirely of steel tubing. It is of the biplane type and is fitted with a 60 horse-power Another new flier invented by Walter

Another new filer invented by Walter Fairchilds was successfully launched by Auguste Denis. He made a fine straight-away at an elevation of fifteen or twenty feet. The Fairchilds is a cross between the Blériot and Antoinette monoplanes.

State Architect Ware Said to Have Sent In His Resignation.

ALBANY, May 12.-It was reported at the Capitol to-day that State Architect Franklin B. Ware has sent his resignation to Gov. Dix. No official confirmation of the report would be given at either Mr. Ware's office or the Executive chamber. but the report had it that there was no doubt Mr. Ware intended to get out of

WILL RESUME WORK AS PRO-FESSOR OF LITERATURE.

Withdrawing Resignation He Speaks of Glad the College Is Not to Be "Distracted by Factional Rivairies."

PRINCETON, May 12 .- Acceding to the quest of the trustees and students of Princeton University, Henry van Dyke Murray professorship of English. The announcement that Dr. van Dyke had reconsidered his decision to sever his nnection with Princeton was made by him to-day when he gave out a letter of recent date written to the committee of the trustees appointed to confer with him. The letter, which was a reply to the committee's request for a reconsideration. makes it plain that the causes of Dr. van

Dyke's resignation have been removed. Although at the time of his resignation Dr. van Doke made no public statement regarding his reasons for severing his connection with Princeton it is evident that it was caused by his conviction that the factional hostilities among the faculty caused by last year's graduate college dispute had not yet subsided.

The last letter of the committee of the rustees states that it is their desire that Princeton shall suffer no "distractions" in her academic efforts.

Dr. van Dyke's resignation was pr sented to the board of trustees on January 12 and was not accepted. About that time a committee representing the undergraduates called upon Dr. van Dyke requesting him to stay at Princeton. Dr. who carried two bates at a time to the lifeboats. He was nicknamed the baby saver by some of the members of the crew of the Merida and on his way back to Norfolk on the steamer Hamilton he caressed a youngster during most of the voyage.

Mr. Myers said: "I lost everything I had. I did not even save a coat. Some-body gave me this one I am wearing and this towel you see around my neck is the only necktie I have.

"I believe I am the only man from Philadelphia on the ship and I am glad that I helped to save so many New Yorkers. It was the worst experience I ever went through and I hope I shall never be in another. I really thought we would never see land again. Just think of being wrecked at sea at melnight, with no means of summoning help and 200

no means of summoning help and 200 versity during the twelve years in which miles from port.

In reply to this Dr. van Dyke sent the following letter withdrawing his resignation

Vour esteemed favor is duly received as a teacher of reading. It has always been a pleasant work to do. Its reward has been a happy fellowship with twelve successive classes of Princeton men. If I

where they originated. But your frank disavowal now should lay them to rest and CAMORRIST VERBAL SPARRING. we will pay."

It developed to-night that the case it developed to-night that the case relieve me from the recurrent annoyance of being considered as a candidate for an office contrary to my desires and altogether out of my line. The prospect of this relief

The last subject touched by your letter is the most important. The reasons for my resignation have never been concealed nor personal. They have to do with the spirit and policy of Princeton for the future Regarding peace and work as essential to the life of the university I have ventured in the course of these long conferences which you have invited to put a certain persistent question. Your last paragraph is in reply to this question.

If I understand you rightly the phrase,

without distraction," is meant to express your wish and intention that Princeton shall not be distracted by factional rivalries mped from her seat and was unhurt.

Capt. Thomas S. Baldwin made several move forward under a guidance disregarding academic politics to accomplish her three specific tasks as a university in an atmosphere favorable to manhood, scholarship and religion.

sent of the board of trustees, I will gladly accede to your wish and withdraw my resignation. This is a double pleasure because it makes the way clear at last to eturn an affirmative answer to the request which the students made last winter that should stay at Princeton At the time of Woodrow Wilson's elect

At the time of Woodrow Wilson's election Dr. van Dyke was reported as being a candidate for the presidency of Princeton. Despite persistent denials on his part the rumor was revived during the present academic year, and it is to this that he refers in the letter. There is no feeling at present among the faculty of Princeton that, any remnants of last year's graduate school controversy still exist. When asked whether he would accept the position of director of the religious side of university life, which was offered him previously by the trustees. Dr. van Dyke said:

"The proposition to which you refer regarding the charge of the religious interests of the university was made by the first committee of the trustees and brought up again in conference of the present committee. It seemed to me that no man could hope for usefulness in such a difficult and serious task unless he were sure of the hearty sympathy of the faculty, the student body and the new president. As one of these factors is at present an unknown quantity.' I said that I was unable to consider the proposition. Consequently the committee omitted it from their letter."

After the vacation Dr. van Dyke will return to his work as Murray professor

their letter.

After the vacation Dr. van Dyke will return to his work as Murray professor of English, giving one of the most popular courses in the university.

LEE SHUBERT QUESTIONED. Too Busy, He Sald, but the Court Overruled That Plea.

Lee Shubert was directed by the Appellate Division of the Supreme Court to appear for examination in a suit brought appear for examination in a suit brought by Frank V. Pollock, the actor, to recover \$3.750 for breach of contract because Shubert did not provide him work at \$250 a week in the season of 1909-10. In his answer Shubert says Pollock refused to sing in "The Paradise of Mahomet" after he had attended rehearsals and wouldn't take a role in "Mme. Troubadour." He says Pollock sang for another manager in "Algeria."

Shubert insisted that he was too busy to be examined before trial, but the court directed the examination.

THE GOLDSBORO IN TROUBLE. THE ASSEMBLY DOES BUSINESS. Balleys' "Pirate" Ship, New a Humdrum

Trader, Aground at Absecon. ATLANTIC CITY, N. J., May 12.—Caught in the currents formed by a new bar legislators, including Majority Leader off Absecon Inlet, the freight steamer Smith and Minority Leader Merritt, Presidency Rumor and Says He's portation Company was stranded this Assembly, which went through a big Glad the College is Not to Be afternoon within sight of her port. She calendar of bills in jig order. Among was thrown on the shoals within a few the bills passed were the following: yards of the spot where the steamer Brazoria went to pieces a few months \$5,000 to build a monument in New York

Surfmen under command of Capt as withdrawn his resignation from the Lambert Parker went to her assistance. pulled her into deep water. She was leaking badly from seams opened by the field; Assemblyman Oliver's,

cargo was started immediately and was ployed and unemployed in this State. continued all night. When she is lightered the Goldsboro will go into dry to the inlet to witness the rescue.

liner. Francis G. Bailey and his brother. Albert W. Bailey, of the Export Shipping Company, got hold of the old vessel in the spring of 1908 in Philadeltor Grady provides that the report to phia and bringing her to New York the State Superintendent of

work as a stoolpigeon for former Second Deputy Police Commissioner Flynn, was arrested vesterday morning for accepting appeared in the Jefferson Market court yesterday afternoon at the request of Von Reigersberg was wanted as a wit-

ness for the police in the case of a raid upon the gambling establishment Louis Wolff at 116 Third avenue, which is now pending trial in General Sessions

now pending trial in General Sessions, but he couldn't be found.

On Thursday afternoon two men, Abraham Abrahams, a cigar maker of 190 Second avenue, and William N. Jacobs of 617 West 135th street, called on the new Second Deputy Commissioner, George S. Dougherty, and told him that Von Reigersberg had been going about among the gamblers of the town telling them that he was still employed as a stoolpigeon and, according to the two men, had intimated that he would be only too glad to leave town for a consideration. Doug herty knew nothing of Von Reigersberg, but Inspector Russell remembered him. Detectives Cohen and Lipscher were sent with the marked bills to meet Von Reigersberg with Jacobs and Abrahams.

They got together in a restaurant and

berg with Jacobs and Abrahams.

They got together in a restaurant and Von Reigersberg accepted the money. He was arrested as he left the restaurant. In court he said that Abrahams had offered him some sort of a position on the racetrack at Pimlico and he had asked time for consideration. He said that he ad gone to Flynn and told him about the offer and added that he would like to accept it because he was broke. Flynn the oner and added that he would like to accept it because he was broke. Flynn told him that he was free to accept the position. Abrahams had offered him a salary of ten dollars a day. Von Reigersberg said he accepted the money with the idea that it was an advance on his salary. When Flynn substantiated the story of cerely glad.

When Flynn substantiated the story of their conversation the case was dismissed. On the stand Von Reigersberg told the ing the presidency of your body are entirely court that he had lost over \$100,000 in

Erricone and A bhatemaggio Match Wits When Confronted.

Special Cable Despatch to TRE SUN

met the informer with his own weapons of oratory and argument. At times he even excelled Abbatemaggio.

For the main part he endeavored to place in an absurd light Abbatemaggio's stories of the meetings to plan the murder of the Cuoccolos. The dialogue produced smart repartee punctuated by expletives from the other prisoners in the cage. Erricone capped his main points with

demoniac laugh, but Abbatemaggio was not disconcerted.

DOCTOR'S DEGREE FOR CAPTAIN. Cordier of American Embassy at Lima Wins Academic Honors in Spanish.

Special Cable Despatch to THE SUN. LIMA. Peru, May 12.-Capt. Constant Cordier, the military attaché of the United States legation, to-day in the presence of Minister Howard. Secretary Cresson and a large attendance took the faculty of political science degree of doctor. He read in Spanish an interesting essay on the Panama Canal, which was frequently applauded.

President Ribeiro placed the insignia on the new doctor. He congratulated Cordier affectionately and said that the essay would be published in the Uni-Capt. Cordier proceeds soon to the United States.

FRANZ MOLN AR IN HOSPITAL. Playwright Suffering From Overdose of Drug Taken for Insomnta. pecial Cable Despatch to THE SU

BUDAPEST, May 12. Franz Molnar, the

WON'T HAVE TURBINE ENGINES. Determination of Hamburg-American Co. as to 50.000 Ton Ship. Special Cable Despatch to THE Sp.

HAMBURG. May 12. The Hamburgmerican Line has abandoned its decision to install reciprocating turbines in the 50,000 ton ship that the line is building here, it is reported

Queen Natalle of Servia Very Ill. Special Cable Despatch to THE SUN.
VIENNA, May 12.—Queen Dowager Natalie of Servia is critically ill at Belgrade. She is the mother of the murdered King

Alexander.

Half a Dozen Members Go Through a Big

Calendar of Bills. ALBANY, May 12. Only half a dozen Goldsboro of the Atlantic City Trans- were present at to-day's session of the

Assemblyman Cuvillier's, appropriating

city to commemorate the deeds of the soldiers of the Sixty-third, Sixty-ninth and Lambert Parker went to her assistance. Eighty-eighth regiments of New York but the breakers on the bar prevented Volunteer Infantry, Meagher's Irish Brinear approach. The strong wind made gade, which served four years in the war the craft's posicion dangerous for a few of the rebellion; Assemblyman A. E. hours, but the calm which came at sun- Smith's, appropriating \$8,000 for a bronze down helped the surfmen, who finally statue of Brevet Major-Gen. Alexander Stewart Webb on the Gettysburg battlelimiting pounding on the bar and she listed so hotel keepers' liability to \$500, and Assemheavily that the pilot ran her on a mud, blyman Chanler's, appropriating \$5,000 flat to keep her from sinking.

The work of salving the Goldsboro's in compiling a State directory of emfor the use of the Commissioner of Labor

The Assembly also passed Assembly man Wheeler's bill appropriating \$700.000 dock. Hundreds of visitors crowded for highway improvements from King-The Goldsboro formerly was a Chyde of final passage the bill of Assembly-

phia and bringing her to New York loaded her with some \$35,000 worth of merchandise, ostensibly bought for the General Supply Company of Townsville, Australia. Then they drew on the General Supply Company, discounted the shipping drafts and sailed away, not to Australia but to Honduras. The Export Shipping Company went bankrupt and the Baileys were arrested in Puerto Cortes, Honduras.

Puerto Cortes, Honderas.

The Goldsboro, with American papers, was brought back from Honderas by the receiver of the Export Shipping Company and was sold for the Philadelphia-Atlantic City trade.

A STOOLPIGEON IN TROUBLE.

Man Who Worked for Flynn Accused of Taking Money.

Anton von Reigersberg, who has done

Another of Senator Grady's bills amends the State finance law by authorizing the deposit in banks or trust companies of State moneys now required to be deposited in banks only. It strikes out the provision that the deposit shall be in the bank paying the highest rate of interest and provides that the deposits must be approved by the Comptroller. It also authorizes the deposit of State or United States bonds or other obligation in lieu of the undertaking required of such banks or trust companies. or trust companies

ATTACKS BANK GUARANTY LAW Oklahoma Banks May Go to U. S. Supreme

Court on Confiscation Plea. GUTHRIE, Okla., May 12.-The entire

bank deposit guaranty system of the State of Oklahoma was again challenged to-day when U. C. Guss as president of the board of directors of the Bank of Indian Territory, a local State bank. got from County Judge Strang an injune tion restraining the State Banking Board or any of its agents from interfering in any manner with the bank's operations. This action resulted from the State Banking Board's attempts to force the

deposits of State banks to replenish the guaranty fund. Use of the militia was threatened. President Guss said: "The law specifically states that the fund can be used for no other purpose than to pay the depositors of failed banks has been used for illegal purposes, and the men or officials who caused such misuse should be compelled to reimburse the fund, not the State bankers. We have told the State Banking Board that whenever civil and criminal suits are started to compel the reimbursement of the guaranty fund we will immediately pay our assessment; also if the State Banking Board makes us a report show-

collection of the recent special i per

started to-day will be taken to the Federal Supreme Court on the same plea on which the railroad companies have defeated the operation of the two cent fare law, that is Special Cable Despatch to TRE SUN.
VITERBO, May 12.—The sensation expected when Abbatemaggio should be confronted by Erricone did not develop at the Camorrist trial to-day. Nevertheless the session was more interesting than the previous ones.

Erricone avoided the invective and violence of those who went before him and met the informer with his own weapons

11 POLICE CAPTAINS FINED. They Didn't Obey an Order About Sentor Policemen Getting Easy Posts.

Commissioner Cropsey fined eleven captains yesterday for violating a telephone order of February 8 that the senior policemen in each precinct should be given the easiest posts. Several captains and lieutenants have already been fined as the result of this order. The captains

as the result of this order. The captains who lost pay yesterday are:
Lawrence J. Murphy, Grand avenue station, ten days pay: Frederick Wohlfarth, Atlantic avenue station, five days pay; Owen Rooney, Liberty avenue, five days; James J. Shevlin, Ralph avenue, ten days; John Weigand, Flushing avenue, five days; Christian Reimels, Vernon avenue, ten days; George R. Holahan, Flatbush, ten days; Cornelius Leary, Astoria, ten days; Thomas F. Maude, Long Island City, five days; Thomas Gullen, Richmond Hill, ten days; John Barnes, Glendale, five days. Lieut, Richard E. Enright, Gates avenue, was fined ten days for the same offence, and Lieut, James McKay, Newtown, was fined five days pay for sitting behind the desk in citizens clothes with a cigar in his mouth. Four captains and four lieutenants were reprimanded for violating the telephone order. A similar charge against Capt. order. A similar charge against Capt. William F. Fennelly of the Classon avenue

A NEW "GLOBE" BUILDING. Newspaper to Have a Home at Broadway and Dey Street. Arrangements have been practically

completed by the Globe and Commercial Advertiser for the erection of a new home on Dey street with a frontage on Broadcelebrated playwright, author of "The Devil," is in the hospital here suffering from an overdose of veronal.

It is assumed that he took the drug for insomnia.

It is assumed that he took the drug for insomnia.

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capitalist from Robert E. Dowling for \$1.400,000.

The new Globe property was purchased by Edward, F. Searles, who owns the buildings on Dey street occupied by the Globe. Mr. Searles is a co-owner of the paper. With this purchase Mr. Searles now controls a plot forming an L around the southwest corner. The plot fronts 25.6 feet on Broadway and 52.3 feet on Dey street. It is to be improved immediately, as the paper has secured temporary quarters at the southwest corner of Washington and Dey streets from the New York Transportation Company. This is a three story building and will be occupied until the new building is completed.

It will be a tall building and its cost will be represented by seven figures, it was said yesterday.

OSBORNE'S RESIGNATION.

Gov. Dix Has Not Received It in Writing No Big Appointments This Week.

ALBANY, May 12.-Gov. Dix on his return from Buffalo to-day said that h had not yet received any written resignation from State Forest, Fish and Gana ommissioner Thomas Mott Osborne, who has been ill at his home in Auburn The Governor has been informed that Mr Osborne's physician had directed that on account of his health Mr. Osborne should give up his public duties

Nothing definite has developed regard ing the appointments to be made by the Governor of a State Superintendent of Prisons and a Justice of the Suprema Court in New York in the place made vacant by the resignation of United States court in New Tork in the place made vacent by the resignation of United States Senator O Gorman. The appointment of a State Superintendent of Prisons is expected to be sent to the Senate by Gov. Dix on Monday night. On the Justiceship there were thirty-four names suggested to the Governor for the appointment in New York, and the Governor sent all the names to the New York City Bar Association. He is still awaiting the report from the Bar Association, which has promised to indicate which of the thirty-four it will indorse for the position.

Already the Governor has received a report from the New York County Lawyers Association, a separate organization, which it is understood has indorsed fourteen of the thirty-four applicants for the position.

New Superintendent in Charge of Northern Bank.

ALBANY, May 12. - State Superintenden of Banking Cheney to-day announced hat Arba K. Alford had resigned as special Deputy Superintendent in charge of the liquidation of the Northern Bank of New York and George B. Williams of New York had been appointed as his successo t a salary of \$14 a day.

ASTOR PLACE AND POURTH AVENUE

In making our Men's and Boys' Summer Clothing. we always keep in mind the havoc the sun plays with cloth that isn't up to the mark. All our colors

verest tests. Only those which are fade-proof get into our stock.

are proved by the se-

ESTAB. OVER HALFA CENTURY **CLEANSING**

Largest in the World. Every detail. THE THOS. J. STEWART CO. B'way cor. 46th St., N. 1. Phone 3806 Bryan Erie cor. 5th St., Jer-ey City. Phone 153 STORAGE WAREHOUSE & MOVING VANS

DIED.

BOCHMANN .- On May 11, 1911, Francis A. Bochmann, husband of Esther Bochmann, in the 74th year of his age. Funeral from his late residence, 364 West 57th st. on Saturday, May 13, at 230 P.M. Kindiy

LARK .-- On May 11, John E. Clark, aged 61 Funeral "THE FUNERAL CHURCH." 241 '23d et. (FRANK E. CAMPBELL BUILDING! DAYTON .- At his home, in Fast Hampton, L. I

Albany papers please copy LECOUVER.—Suddenly, on Friday, May 12, 1911, at his realisence, Westwood, N. J., Robert Lecouver beloved husband of Alice L. Lecouver.

Funeral services at his late home in Wastwood. .. at 2:30 P. M. Sunday, May 14 MCCREPRY.—At Linden Lown, Flushing, N. Y., on May II, 1911, Rachel, widow of Samuel McCreery, in the 76th year of her see. Funeral services will be held at her late residence on Sunday, May 14, 1931, at 250 F. M. Kindly outh flowers. Train traves Pennsylvania station, 23d st., N. Y. 2005 P. M. for Murray Hill, Flushing, N. Y.

MCKINLAY.-On May 10, 1311, at his residence, 108 West 75th st., James M. McKinlay, in his Funeral private Simon Leo Pinner, aged 23. Funeral

"THE FUNERAL CHURCH," 141 West 23d st. (FRANK E. CAMPBELL BLDG.), Monday, 2 SEARLES .- On Friday, May 12, at her residence, in New Haven, Conn., Alice M. Thompson, widow of Robert N. Searles.

Funeral on Tuesday, May 18, at 3:30 P. M. at the

Chapel of Evergreen Cemetery, New Haven.

STANTON .- At his residence, 30 West 49th st., on Thursday, May 11, 1911, Louis Lee Stanton, son of Mrs. William H. Tillinghast and the late Edmund D. Stanton, in his 52d year Funeral services at his late residence. Sunday morning, May 14, at half past 9 o'clock. In-terment Stonington, Conn.

AYLOR.—On Thursday, May 11, 1911, after a short Uness, Estelle F. Taylor, widow of Frederick B. Taylor.

Funeral services at her late residence, 274 Rich av., Mount Vernon, N. Y., Sunday, May 14, 51 5 P. M., Carriages meet N. Y., N. H. & H., train leading leading to the control of the contr train leaving Lexington av. station 2 P. M. San Francisco and Hartford papers pleas

UNDERTAKERS. FRANK E. CAMPBELL, 241-243 W. 23d St Chapels. Ambulance Service. Tel. 1321 Chelses

RELIGIOUS NOTICES FIFTH AVENUE BAPTIST CHURCH

8 Wes' 16th St. 9.40 A. M. 1810: Classes You'rg Women: Miss Platt, Ic Young Men; Dr. Moore, Lea Topic "City Adva: tages Topic "City Ad The Rev. W. H. P. Faunce, D.9. M. Public Worship. Set. Dr. Addison Moore,

CENTRAL PRESBYTERIAN CHIRCH West M7th St., bet. Broadway and 7th Ave Rev. WILTON MERLE-SMITH, D. D. Pastor Rev. G. H. SMYTH, Jr., Assistant Dr. MERLE-SMITH preaches 11 A M MR. SMYTH at 8 P. M. Christian Endeavor meeting Sunday more 15, 9:45, Young Men's Bible Study Class, 10 A M Sunday School at 3 P. M. Devotional Meeting Wednesday at 8 P. M. All welcome.

FIFTH AVENUE PRESBYTERIAN CHURCH

Rev. J. H. JOWETT, M.A., D.D., Strangers are cordially invited. CATHEDRAL OF ST. JOHN THE DIVINE.
Amsierdam Ave. and 111th St.
Sunday: & (Holy Communion): 11 (with Sermon), 4 (with Sermon).

EGLISE DU SAINT ESPRIT. 45 est 27 fux Services divins le dimanche a 104 h. et a 5 h Rev. A. V. WITTMEYER. Recteur.

GRACE CHURCH-Broadway and 10th St. S.A. M.; 11 A. M. (Dr. Slattery); 4 P. M. (Rev. W. B. Eddy); 8 P. M. (Rector).



Mr. Wilson, who is said to be a cadet

ife boats. The 300 or more passengers sat around the decks admiring the quickness with which the boats were lowered. None of them thought that in a few hours these boats would be needed and needed

ship started away in another direction."
Mrs. Martha Hierling of New York
said she was knocked out of her berth
by the collision, heard men and women

Correct Diess for Men ALFRED BENJAMIN & Cos Tailor-made clothes

\$25 Suits, ready-tc-wear garments which compare favorably with any made to order at double this price. Inspection invited.

\$5 Raincoats—absolutely guaranteed.

